The Hong Kong Daily Press.

No 4283 三十八百二千四第 日二十月六唐 年未辛治同 HONGKONG, SATURDAY, 29TH JULY, 1871. 六拜禮 號九廿月七英 港香 [PRICE $2½ PER MONTH.

Arrivals.

July 28, FUSIYAMA, Brit. str., 800, Callaghan, from Whampoa.—D. LAPRAIK & Co.

July 28, ROLINE MARIA, Ned. bk., 517, K. Hoektra, Saigon 18th July, Rice, Cotton and Iron.—BOURJAU, HUBENER & Co.

July 28, FLYING STAR, Siam. bk., 303, Reeves, Bangkok 6th July, General.—CHINESE.

July 28, EVENING STAR, Siam. bark, 413, Bruhn, Bangkok 9th July, General.—CHINESE.

July 28, MARIE SUZANNE, French bk., 249, Irigoyen, Saigon 22nd July, 6,200 piculs Rice.—LANDSTEIN & Co.

Departures.

July 28, RONA, str., for Shanghai.
July 28, SUNDA, str., for Singapore and Bombay.
July 28, AZOF, str., for Whampoa.
July 28, EMIRE, for Saigon.
July 28, RENE, for Foochow.
July 28, BLAIR ATHOL, for Java.
July 28, INSULAIRE, for Saigon.
July 28, CINGALA, for New York.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 28TH JULY.

Cingala, for New York.
C. J., for Saigon.
Insulaire, for Saigon.
Hope, for Guam.
Kwangtung, str., for East Coast.

Passengers.

Per *Sunda*, str., for Singapore, &c.—
For Singapore.—Lieut. E. R. W. Noble, R.N., Mr. John Nicholls and 6 seamen.
For Southampton.—Comdr. G. W. Hill, R.N., Lieuts. C. H. S. Douglas, R.N., and R. J. Rogers, R.N., Drs. W. A. O'Connor, R.N., and H. Clarke, R.N., Messrs. G. J. Vaux, R.N., J. D. Ward, R.N., J. Hill, R.N., J. Grant, R.N., W. J. Guyer, R.N., B. Taylor, R.N., A. M. Brumage, R.N., J. Miller, R.N., J. Hutchins, R.N., 118 petty officers and seamen of H.M.'s Navy.

Reports.

The French bark *Marie Suzanne* reports fresh S.W. winds; since the 26th, strong squalls, heavy thunder and frequent lightning.

The Siam bark *Flying Fish* reports a long tedious passage, wind light and variable from all quarters, monsoon absent.

The Siam bark *Evening Star* reports from Macclesfield Bank, passed on the 21st instant, W. winds and severe squalls from S.W. and W.S.W.

Auction Sales To-day.

J. M. ARMSTRONG.
Household Furniture.

H. JURGENS & Co.
Japanese Ware, &c.

THE HABEAS CORPUS CASES.

NOW READY.

(Uniform with the Two Previous Judgments.)

THE full text of the TRIAL of KWOK-A-SING *v.* THE HON. J. PAUNCEFOTE.—Price 25 cents.

Also,

A few copies of CHIEF-JUSTICE SMALE'S JUDGMENTS *in re* KWOK-A-SING ON HABEAS CORPUS.—Price 25 cents.
Apply at the *Daily Press* Office.

NOTICE.

THE Auction Room of the Undersigned is REMOVED to the one lately occupied by Messrs. LANE, CRAWFORD & Co., in *Queen's Road.*

H. JURGENS & Co.
1m 1141 Hongkong, 1st July, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.

EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

ORIENTAL HOTEL
BILLIARD ROOMS AND BOWLING ALLEYS.

Proprietor—J. BAYNES.

THE above Hotel is now open for the reception of Visitors to this Port, and every comfort will be ensured to Patrons visiting this establishment. A *table d'hôte* at the undermentioned hours, when the viands provided will leave Patrons nothing to desire:—

Breakfast, from 9 to 11 A.M.
Tiffin, „ 1 „ 3 P.M.
Dinner, „ 7 „ 9 P.M.
Refreshments can be obtained at all hours.

Wines and Spirits of the best quality only.

French, Spanish, Italian and German Spoken.
tf 1200 Hongkong, 14th July, 1871.

"Japan Mail" and "Japan Weekly Mail."

LANE, CRAWFORD & Co. having been appointed agents for the two above-named newspapers, are prepared to receive Advertisements and Subscriptions for the same.
Terms of Subscription, payable in advance: *Japan Mail*, $15 per annum; *Japan Weekly Mail*, $24 per annum.
tf 122 Hongkong, 19th January, 1871.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sold Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 F, Praya West,
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL-5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. R. Bellios, Esq. | Wm. Lemann, Esq.
George J. Helland, Esq. | Julius Memke, Esq.
A. Joost, Esq. | S. D. Sassoon, Esq.
G. F. Weller, Esq.

Managers:—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
„ 6 „ 4 „ „
„ 12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062 Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 1st to the 14th day of August proximo (both days included), during which period no transfer of Shares can be registered.
By order of the Court of Directors,
JAMES GREIG,
Chief Manager.
20d 1265 Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Half-yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on MONDAY, the 14th day of August proximo, at three o'clock P.M., for the purpose of receiving the Report of the Court of Directors, together with a statement of Accounts to 30th June, 1871.
By order of the Court of Directors,
JAMES GREIG,
Chief Manager.
20d 1266 Hongkong, 25th July, 1871.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Fourth Call of Twenty-five dollars per Share, on the Shares in the Capital of the Corporation, numbered from 20,001 to 40,000, inclusive, was payable on the 1st day of JULY last, at the Head Office and Branches of the Bank.
Interest at the rate of Twelve per centum per annum will be charged on the amount of all calls unpaid, and the other provisions of the 30th article of the Deed of Settlement of the Corporation will also be enforced in respect of Shares upon which the Calls remain unpaid.
By order of the Court of Directors.
JAMES GREIG,
Chief Manager.
tf 941 Hongkong, 3rd July, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.
The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.
Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average	f.p.a.
From Canton	Teas,	2½%	12%
„ Macao	Silk,	2 „	14%
„ Hongkong	Other Merchandize,	2½%	12%

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

INSURANCE

OCEAN STEAMSHIP COMPANY.

IF required by shippers at time of making Freight engagements, Certificates of Insurance against Tea or Silk may be obtained from the Undersigned, on first-class English Companies, to the amount agreed upon at following rates, *by any steamers of the above Company.*

H'kong to London, Canton do. Macao do.	on Tea with average,	45/s. per cent., 1. of a.
	on Silk with average,	35/s. 27/6 per cent.

Subject to a discount of 15 per cent.
BUTTERFIELD & SWIRE,
Agents.
tf 884 Hongkong, 22nd May, 1871.

J. M. GUEDES, JR.,
AUCTIONEER,
QUEEN'S ROAD,
tf 1248] HONGKONG. [July 22

Intimations.

THE NORTH-CHINA INSURANCE COMPANY.

ESTABLISHED 1st JANUARY, 1863.

CAPITAL SH. TLS. 1,500,000 IN 1,000 SHARES OF TLS. 1,500 EACH.
SUBSCRIBED CAPITAL SH. TLS. 300,000 OR TLS. 300 PER SHARE.

Provisional Committee:
E. H. LAVERS, Esq., *Chairman*, Messrs. Gilman & Co.
F. PORTER, Esq., Messrs. Gibb, Livingston & Co.
E. C. SMITH, Esq., Messrs. Turner & Co.
J. I. MILLER, Esq., Messrs. J. Jarvie & Co.
A. SCHROERS, Esq., Messrs. Textor & Co.
H. G. PEMBERTON, Esq., Messrs. Adamson Bell & Co.

HEAD OFFICE, SHANGHAI.

A GENERAL MEETING was held at Shanghai on the 1st May, 1871, and it was resolved to form a Company for a further period of three years from 1st January, 1872, to be called the "North China Insurance Company," and the Directors of the present Company 1869-71 were appointed a Provisional Committee for that purpose.
At an adjourned meeting of intending shareholders, held on 22nd May, 1871, a draft Prospectus was submitted, and a resolution passed approving of the basis upon which the Provisional Committee proposed to reorganise the Company.
The Net profits of the Company will be divided amongst the shareholders in the following proportions, *viz.*—
ONE THIRD (33⅓%) to shareholders rateably in proportion to the number of shares.
TWO THIRDS (66⅔%) to shareholders rateably in proportion to the Net Premia contributed by each.
Notice is hereby given that applications for shares in the undermentioned form will be received at the offices of the Company in Shanghai, or through the Agents at the several ports, until 30th September, and from London until 31st October, 1871.
Applications for shares from persons not resident in Shanghai must be accompanied by Power of Attorney to their Agents to sign the Deed of Settlement, and represent them in all matters connected with the Company.
Shanghai, 27th May, 1871.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the NORTH CHINA INSURANCE COMPANY.
(Form 1872-74.)
GENTLEMEN, hereby request that you will allot to Shares in the above Company, and agree to accept such Shares or any less number you may allot to, and agree to pay the first Call of Tls. 300 per Share, and all subsequent Calls, and to subscribe the Deed of Settlement whenever required to do so.
Gentlemen,
Your obedient Servant,

Forms of application for shares can be obtained at the Head Office, or by application to the Agents of the Company.
tf 974 Shanghai, 29th May, 1871.

THE CHINESE INSURANCE COMPANY, (LIMITED).

CAPITAL—1,500,000 DOLLARS, IN 1,500 SHARES OF 1,000 DOLLARS EACH.

PAID UP CAPITAL 300,000 DOLLARS.

Directors
W. H. CONDIT, Esq., (Messrs. Smith, Archer & Co.)
E. R. BELLIOS, Esq.
GEO. CRICHTON, Esq., (The Borneo Company, Limited.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. A. HITCHCOCK, Esq., (Messrs. Olyphant & Co.)
And Two Chinese merchants to be selected by the native shareholders after the allotment of shares.

Bankers
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

HEAD OFFICE—HONGKONG.

General Agents—Messrs. OLYPHANT & Co.

Agents:—
Amoy.....Messrs. H. A. PETERSEN & Co.
Bombay.....„ SIR CHARLES FORBES & Co.
Calcutta.....„ ATKINSON, TILTON & Co.
Canton.....„ OLYPHANT & Co.
Chefoo.....„ FERGUSSON & Co.
Chinkiang.....„ J. M. CANNY & Co.
Foochow.....„ OLYPHANT & Co.
Hakodadi.....„ HOWELL & Co.
Hankow.....„ EVANS & RAINBOW.
Hiogo.....„ SMITH, BAKER & Co.
Kiukiang.....„ R. FRANCIS & Co.
Manila.....„ FINDLAY RICHARDSON & Co.
Nagasaki.....„ HOLME, RINGER & Co.
Ningpo.....„ J. S. HUDSON & Co.
Penang.....„ FANDILANDS, BUTTERY & Co.
Saigon.....„ A. G. HOGG & Co.
San Francisco, WM. N. OLMSTED, Esq.
Shanghai.....Messrs. OLYPHANT & Co.
Singapore.....THE BORNEO CO. LIMITED.
Swatow.....Messrs. DISCKS & Co.
Tientsin.....JOHN HANNA, Esq.
Yokohama.....Messrs. SMITH, ARCHER & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its shares allotted, will be prepared to grant Policies on Marine Risks to all parts of the World, at current rates, on and after 1st May next.
In addition to the usual brokerage, Thirty-three and one third per centum (33⅓%) of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.
OLYPHANT & Co.,
General Agents.
tf 707 Hongkong, 25th April, 1871.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 5th April, 1871. [tf 385

HUGH PIERCY AUSTIN.

ALL Persons having claims against the above estate are requested to send them in on or before the 1st day of October, 1871, to the undersigned.
J. GARDINER AUSTIN,
Colonial Secretary,
Administrator.
tf 816 Hongkong, 11th May, 1871.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
tf 1422 QUEEN'S ROAD, HONGKONG. [Agt

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. W. PEARCE, Esq., (owing to change of residence), to sell by Public Auction, at his residence, Praya, Wanchai,
THIS DAY,
the 29th day of July, 1871, at noon precisely,—
The whole of his substantial HOUSEHOLD FURNITURE, comprising: Drawing room, Dining room, and Bed room SUITES, Pier GLASSES, ENGRAVINGS, Dinner, Breakfast and Dessert SETS, GLASSWARE, PLATED WARE, &c., &c.
And a Grand PIANO, by Collard and Collard.
An American 6 Pocket BILLIARD TABLE.
Catalogues will be issued, and the whole will be on view on and after Thursday, the 27th inst.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1233 Hongkong, 20th July, 1871.

PUBLIC AUCTION.

JAPANESE SALE.

H. JURGENS & Co. have been instructed to sell by Public Auction,
THIS DAY,
the 29th July, 1871, at their Sales Rooms, Queen's Road, at 2 P.M.—
A well selected Invoice of JAPANESE WARE, comprising CABINETS, Work BOXES, Round TABLES, SCREENS, VASES, PAPER, CIGAR and TEA BOXES, BRONZES, &c., &c., &c.
Handsome Gilt Framed ENGRAVINGS and PHOTOGRAPHS.
ORNAMENTS, STATUETTES, &c., &c.
Also,
An Invoice of Handsome CHANDELIERS, Hall, Wall, Moderator and Reading LAMPS.
(For account of whom it may concern),
To close a Consignment.
28, 1 dozen cases Genuine CHAMPAGNE, Duc de Montebello Carte Bleue.
10, 1 dozen cases Genuine CHAMPAGNE, Duc de Montebello Carte Blanche.
8, 1 dozen cases Genuine Sparkling HOCK, Hochheimer.
Also,
A Grey North-China PONY, quiet in Harness and Saddle.
TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.
1252 Hongkong, 24th July, 1871.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

H. JURGENS & Co. will sell by Public Auction, on
MONDAY,
the 31st day of July, 1871, at their Sales Rooms, Queen's Road, at noon,—
100 cases CHAMPAGNE, pints and quarts, 100 cases CHERRY CORDIAL, 40 cases BRANDY, 20 cases SWEETS, 20 boxes TOBACCO, 100 boxes Yellow SOAP, 200 boxes Scented SOAP, 300 dozen Salt CELLARS, 80 dozen SOCKS, 30 pieces MERINOS, ALPACCAS, BARATHEAS, Black and Colored BRAIDS, MUSLINS, TWEEDS, SHIRTINGS, T-CLOTH.
ACCORDEONS.
Printing PAPER, FOOLSCAP, Note and Letter PAPER.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1277 Hongkong, 28th July, 1871.

PUBLIC AUCTION.

NIGHT SALE.

LOPEZ & Co. will sell by Public Auction, on
TUESDAY,
the 1st day of August, 1871, at their Sales Rooms, Queen's Road, at 8.30 P.M.,—
A good assortment of JAPANESE WARE, such as TABLES, Glove BOXES, CABINETS, Paper BOXES, ORNAMENTS, VASES, BRONZES, &c., &c.
Fine Alabaster STATUETTES.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1260 Hongkong, 25th July, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from Capt. THOMAS, to sell by Public Auction, on
WEDNESDAY,
the 2nd day of August, 1871, at noon, on board,—
For account of the concerned,
The English Brig
"*SELINA JANE,*"
of 216 tons register or thereabouts, as she now lies in this harbour, off the Sailors' Home. The Hull, Jury Masts, and Spars, two Anchors, and 2 Cables, will be sold in one lot. The Spare Sails and Gear, Spare Anchor and Cable, Stream Anchors, Kedges, Stores, Cabin Furniture, &c., &c., will be sold in Separate lots.
For further particulars apply to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer, in Mexican dollars weighed at 7.1.7. The vessel to be at purchaser's risks on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1262 Hongkong, 25th July, 1871.

PUBLIC AUCTION.

FURNITURE SALE.

THE Undersigned has received instructions to sell by Public Auction, on
SATURDAY,
the 5th day of August, 1871, at Elgin Street, No. 11, at 2 P.M.,—
The whole of the HOUSEHOLD FURNITURE, comprising Drawing, Dining, and Bed Rooms SUITES, COUCHES, Arm and Easy CHAIRS, covered with damask, ENGRAVINGS, Dining TABLE and CHAIRS, SIDEBOARD, WHATNOTS, Card and Side TABLES, WARDROBES, CHEST of DRAWERS, Toilet GLASSES and TABLES, ORNAMENTS, CLOCKS, CROCKERY and GLASSWARE, CUTLERY and PLATED WARE, CURTAINS, &c., &c.
Also,
A PIANO.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. GUEDES, JR.,
Auctioneer.
1264 Hongkong, 26th July, 1871.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on
TUESDAY,
the 8th day of August, 1871, by order of Captain A. MOUTIER, on Board, at noon,—
(For account of the concerned)
The French SHIP
"*JEANNE ALICE,*"
of 1023 Tons Register or thereabout, as she now lies in this harbor off the West Point.
The Hull, Masts, Spars, 2 Anchors and 2 Cables, will be sold in one lot, one Condensing Apparatus, Sails, Gear, Spars, Cabin Furniture, Anchors, Chains, &c., &c., will be sold in separate lots.
For further particulars, please apply to Messrs. LANDSTEIN & Co., or to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars at 7.1.7. The Vessel to be at the Purchaser's risk on the fall of the hammer.
H. JURGENS & Co.
1282 Hongkong, 28th July, 1871.

Auctions.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. will sell by Public Auction, on
MONDAY,
31st July, 1871, at 11 o'clock A.M.,
At their Auction Sales Rooms, Queen's Road,—
For account of the concerned.
LTO 27, 30, 38, } 5 Bales, each 30 pieces Dutch
AK 39, 41, } DRILLS, 40 yards.
More or less damaged by Sea Water,
Ex S. S. "Aeon."
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1267 Hongkong, 29th July, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. DERODE, DUBOIS & Co., to sell by Public Auction, at their residence, on
WEDNESDAY,
the 2nd day of August, 1871, at 2 o'clock P.M.,—
The whole of their HOUSEHOLD and OFFICE FURNITURE, comprising Drawing Room, Dining Room, and Bed Room SUITES, Pair GLASSES, ENGRAVINGS, Dinner, Breakfast, and Dessert SETS, VASES, BRONZES, GLASSWARE, &c., &c.
DESKS, &c.
Also,
1 PONY and HARNESS.
Catalogues will be issued, and the whole will be on view on and after Monday, the 31st inst.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description whatsoever at Purchaser's fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1286 Hongkong, 29th July, 1871.

IN the ESTATE of ERNEST SEYD & Co., YOKOHAMA.

To be sold by
PUBLIC AUCTION,
(if not previously disposed of by private contract),
On Thursday, the 24th August.
The valuable PROPERTY, known and registered as Lot No. 149, Foreign Concession, Yokohama, consisting of:
A first-class DWELLING HOUSE, Two solid built GODOWNS, and STABLES, OUT-HOUSES, &c., &c.
Together with a complete suit of Household and Office FURNITURE, contained therein.
All in first rate condition!
The ground plan measuring 334 Tsubos, or 13,824 square feet, as per Title-deed.
For particulars, apply to
H. OHL,
Administrator to the Estate of Ernest Seyd & Co., Yokohama.
1176]

CHINA SUBMARINE TELEGRAPH COMPANY, LIMITED.

REVISED TARIFF TO INDIA.

ON and after TO-DAY, the following will be the charge for telegrams of 20 words.
Hongkong to Town of Madras.....$24.60
Stations East and West of Chittagong as formerly.
By order,
W. H. ALSTON,
Superintendent.
Hongkong—Offices: Burd Lane,
July 11th, 1871. [tf 1182

LANGUAGES.

PRIVATE LESSONS in ENGLISH, FRENCH and SPANISH given by a thoroughly competent Teacher.
Terms moderate.—Address J. C., office of this paper.
1m 1223 Hongkong, 19th July, 1871.

NOTICE OF REMOVAL.

ON and after the 1st August, 1871, the Business of the Undersigned will be conducted in the more commodious Premises on the Praya, opposite the Canton Steamers' Wharf.
The present Business Premises, Nos. 33 and 34, Praya, are to let. Apply to
PEARCE, GALL & Co.
tf 1232 Hongkong, 29th July, 1871.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET,
(Red Seal).
Selected by the undersigned, may be had for $24.
G. DUBOST & Co.
3m 835 Hongkong, 31st May, 1871.

FOR SALE.

AT Messrs. H. JURGENS & Co.'s Auction Room, a London made Rose Wood Semi-Cottage PIANO, 6⅞, tri. cord.
tf 1214 Hongkong, 17th July, 1871.

KEELUNG COAL DEPOT,

AMOY.

STEAMERS can be supplied from the above depot with good Steam COALS, at $8.50 per ton, free alongside, the vessel.
PASEDAG & Co.,
Agents.
2m 928 Amoy, 24th May, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 236 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz.: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WITHEWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the rate of Sixteen per cent. per annum, or 36 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held yesterday, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after THURSDAY next, the 20th instant. Shareholders are requested to apply at the office of the Company for Warrants.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1222 Hongkong, 18th July, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE First Ordinary Yearly MEETING of Shareholders in the Company will be held at the Company's Offices, Bank Buildings, Queen's Road, Victoria, on WEDNESDAY, August 9th, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Board of Directors, and electing Auditors for the ensuing year.
By order of the Board of Directors,
A. NOEL BLAKEMAN,
Secretary.
1191 Hongkong, 8th July, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified that in accordance with the 38th Clause of the Articles of Association of the Company, the Third Call of Twelve Dollars and Fifty cents per share is payable on the 30th *June* current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.
Interest at the rate of Twelve per cent. per annum will be charged on all calls paid *after that day.*
By Order,
A. NOEL BLAKEMAN,
Secretary.
tf 986 Hongkong, 8th June, 1871.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE transfer Books of the above Company will be Closed from the 4th to 18th of August, both days inclusive.
By order of the Board,
G. N. MINTO,
Secretary.
25d 1256 Hongkong, 25th July, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1100 Hongkong, 27th June, 1871.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

FOR SALE.

THE British ship "*ELLEN DOVEREN,*" 735 tons register, of 17,000 picul carrying capacity, with Masts, Sails, Rope, Riggings, &c., complete.
For particulars, apply to
CHUN YUEN TUNG KEE,
Bonham Strand.
1m 1168 Hongkong, 10th July, 1871.

AS we are about to close our business in Hongkong, all parties having accounts to claim or pay to our firm or Mr. V. LAVOISIER, are requested to settle them on or before the 15th instant.
DERODE, DUBOIS & Co.
1m 1135 Hongkong, 3rd July, 1871.

HONGKONG STEAM BAKERY,
Office—Opposite the Oriental Bank.

MESSRS. D. NOWROJEE & Co., established in the year 1858, beg to inform their Customers and the public generally, that they have just set up a Steam Bakery in their premises, which has enabled them to reduce their rates, without interfering with the well known superior qualities of their Articles.
They are now enabled to offer their Bread and Biscuits of the best quality at following reduced rates:—

Square, Twist, Cottage, and French loaves	$0.07 per lb.
Soda and Cracker Biscuits, 6 lbs. tins	0.75 each.
12 „ „	1.50 „
Butter and Sweet Biscuits	0.30 per lb.
Cabin Biscuits	0.07 „

NOTICE TO SHIPMASTERS.

CAPTAINS are invited to inspect the new steam machine-made Soda, Cracker, Cabin and Ship BISCUITS, at the lowest rates.
D. NOWROJEE & Co.
tf 1431 Hongkong, 2nd August, 1870.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.
Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

HAWKINS'S HORSE REPOSITARY,
Rear of Murray Barracks, Hongkong.
HORSES taken on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, always on hand for Sale.

HORSES and CARRIAGES for Hire.
PONIES do. do. do.

HORSE SHOEING on the most improved principles, under his own superintendence.
T. E. HAWKINS,
(Late Farrier Major of Bengal Horse Artillery),
Proprietor.
tf 559 Hongkong, 18th April, 1871.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

Intimations.

FOR SHANGHAI.

THE German Steamship
"CHINA,"
P. H. Henaings, Master, will be despatched for the above port TO-DAY, the 29th instant, at 5 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
1283 Hongkong, 29th July, 1871.

FOR SAIGON AND SINGAPORE.

THE Steamship
"FUSIYAMA,"
Captain Callaghan, will be despatched for the above Ports on MONDAY, the 31st instant, at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1284

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1871.

The delivery of the *Daily Press* from this office commenced on Friday morning at 10.05, and the last messengers left the office at 10 25.

The Daily Press

HONGKONG, JULY 29TH, 1871.

THE acquittal of SENNETT, the chief officer of the *Mirage*, who was tried on Thursday at the Supreme Court on a charge of having assaulted one of the Chinese passengers, and of having wilfully prevented others from saving themselves from shipwreck, will no doubt meet general approval. It is at all events strictly in accordance with the evidence; that is to say, the evidence was so extremely unsatisfactory, and so obviously manufactured in some instances, that it would have been simple folly to attach any weight to it as a whole, or to think for a moment of convicting anybody upon it. The Acting Judge, Mr. BALL, while showing every disposition to have the matter fully investigated, at the same time wisely took occasion to ask the ATTORNEY-GENERAL whether he would not withdraw the case, and he also suggested to the Jury that they might, if they saw fit, return their verdict without hearing the defendant's Counsel. The ATTORNEY-GENERAL, who seemed to attach more importance to the alleged respectability of the prosecutors than to the inconsistency of their testimony, considered it desirable to go on; but the Jury took the hint thrown out by the Judge, and gave a unanimous acquittal, without asking the prisoner's Counsel to address them.

It seems almost strange that the case should have been brought forward at all upon any other ground than at most the charge of assault, as it was not denied from the very first that the Chinese passengers voluntarily offered money to the defendant to give them a preference in going into the boats, so that any charge of his coercing them to pay, or, in other words, of extorting money from them, could obviously not be substantiated. It was clearly pointed out by the Hon. Mr. BALL that the offence to be anything in law must go as far as that of wilfully and maliciously preventing the men from leaving; and it is impossible to see how under the circumstances as alleged, and especially in face of the facts which were elicited at the Court of Enquiry, it could be hoped to substantiate such a charge. As to the assault, the Judge very properly put it that it might easily be conceived that the mate was not only justified, but absolutely called upon, to prevent a rush into a boat as full as it was safe to allow, as by failing to do so he might become responsible for the loss of life of some of those already in it. Upon its merits, as they appeared in Court, there can, therefore, be very little doubt that the case was properly dismissed.

It may be a question whether underneath the exaggerated statements which they made in Court, the Chinese had not what they at all events conceived to be some cause for complaint. That one or more of the men were prevented from rushing into the boats is probable, and they may also have felt aggrieved that the boats were not sent back for them as speedily as they had hoped, and that they were consequently put to the expense of getting away in the junks. Their first step, we are informed, on their arriving here, was to go to the owner of the vessel to demand compensation, and it seems that it was only on their failing to obtain it, that the idea entered their heads of instituting the criminal proceedings against the mate. But, whatever case they might have had, they utterly spoiled it by the invariable habit of the natives when they come into Court of making an exaggerated, and in a great measure unfounded, report of the facts. Fortunately, like an overdose of arsenic, the falsehood worked its own cure. The exaggerations were too much for the most credulous to be influenced by, and the whole charge fell to the ground. The case should be a warning how evidence from Chinese sources is accepted. In many instances precisely the same thing that was detected in this case is done, but is not discovered; and charges of the most serious nature are deliberately made often out of motives of pique, but as often simply from a want of appreciation of the real seriousness of bringing a false accusation. We may swear in native witnesses in questionable Chinese as much as we like, but this will never alter the fact that in dealing with foreigners they do not consider themselves bound to put in practice even the same amount of honour that they preserve among themselves. They have the authority of CONFUCIUS for telling lies in favour of their fathers and near relations, and the principle obviously applies to doing the same thing in favour of their friends and countrymen as against foreigners. To accept their statements with the same credulity as we do those of European witnesses, is contrary to the dictates of common sense, and even to take evidence, which founded upon a certain amount of truth is nevertheless discovered to be mixed up with much falsehood, is an equally unsound proceeding, because we never can tell where the truth ends and the falsehood commences. In such a case it is quite justifiable to receive the testimony with the utmost caution. If at times the natives fail in consequence of this principle being adopted to obtain full justice, they have only themselves to thank for their habits of misstating and exaggerating when giving testimony.

There is one point in connection with this case which requires explanation. We understand that the finding of the Naval Court which was held with reference to the loss of the *Mirage*, fully acquitted SENNETT of the charge brought against him. What reason has there been from withholding this fact from the public?

WESTMINSTER CLOCK TOWER LIGHT.—It is stated that the light to be exhibited on the great clock tower at Westminster during the sitting of Parliament will not be a lime light, but the magneto-electric light, which is much more brilliant.

GOOD FOR BUSINESS.—The *New York Times* states that while the sanitary inspector of that city was performing his usual duties on the 11th of May, he met Dr. Theyken in the street, and to his surprise saw that the doctor was covered with smallpox eruption. The inspector at once seized him and had him conveyed to the hospital. Upon inquiry it was found that the doctor had been both visiting patients and receiving patients and friends at his house.

VICE-ADMIRALTY COURT.

BEFORE THE HON. CHIEF-JUSTICE SMALE.
Assessors: Capt. Youel, R.N., and Captain Bax, R.N.

The Lanercost v. *the Volga.*

Mr. Hayllar, instructed by Mr. Sharp, appeared for the *Lanercost*, and the Queen's Advocate, instructed by Mr. Brereton, for the *Volga*.

Mr. Hayllar proposed to examine only the witnesses who must go to New York by the *Lanercost*, which was under charter from Amoy for that port, laden with Teas. He would not examine the Captain, the principal witness, until his learned friend was fully instructed. Another master would be put into the ship to take her to New York. As the claim was only put at $12,000 all the witnesses could not be kept here.

Robert Heatherington, sworn: I am chief officer of the *Lanercost*, and was so on the 11th July. I have a first mate's certificate. I came from England in the *Lanercost*, which is barque-rigged and of 358 tons register. She is English, wooden-built, a little over 5 years old, built at Harrington, Cumberland. We proceeded from Hongkong to Amoy in ballast to take up a charter. We left on the night of the 8th July, and proceeded safely till the evening of the 11th. On that evening we were a little North of the Lammock Islands. The crew of the *Lanercost* is 13 all told. They are all Europeans except two, the cook and steward, who are both Chinese. At 8 p.m. on the 11th, I relieved the second officer on watch. We had a look-out. His name is Peter, a Dutchman. The sail-maker was at the wheel. There is a little poop about one foot high. The weather was a little cloudy, no moon, stars shining occasionally. The wind was light and variable from S.W. to W. There was a little swell from S.E., otherwise smooth. There was no land visible. We were sailing well free N.E. ½ N. at between 5½ and 6 knots. Everything was set and sailing the true course. There were five men on deck altogether. The bulwarks are 4 feet high except on the poop, where they are 3 feet. The vessel is 125 feet long. When I came on deck our lights were burning brightly. They were fixed aft. The lookout called out, "A bright light and a green light on the port bow." I was then standing on the poop. I went forward on the top-gallant forecastle. I had a long day and night glass with me, and I saw a steamer's bright light and green light about ½ a point or a little more on the port bow, and between 2 and 3 miles off. I remained watching it, continuing on the same course. The first appearance of the light was about 8.30. I kept my own course and the steamer hers, until we were approaching too close. I still saw the mast-head and green light, and I now saw her hull without the aid of glasses. I then gave orders to starboard the helm so as to show the steamer the same light that she was showing, *i.e.*, green to green. I brought the ship up two points, so that they could have seen our green light easily on their starboard side. It occupied about two minutes, and I still saw their green light. I then went aft to the poop, and continued to watch the vessel. She was now about 4 points on our starboard bow. I told the man at the wheel to steady his helm, thinking the steamer was sufficiently clear for me to resume my true course. We did resume the true course, and I then saw the steamer opening his red light. I called the captain as soon as I saw the red light. The captain came up in a second, and the second officer came up with him. The captain had been sick for two or three days, and therefore I did not call him before. The captain put his helm a starboard again. The effect of this would be to lessen the shock of collision. At the same time the yards were braced to keep the ship full, and keep way on her. I was ordered by the captain to clear away the pinnace on the port side, and I went about this. I then saw the steamer come up and strike us in the fore-channels. It was a pretty severe blow. I did not notice whether the steamer's engines were stopped, or reversed, or otherwise. She was going faster than we were. After the collision she came alongside. Her cut head and anchors caught our fore-rigging, the steamer being a great deal higher than our vessel. The steamer then backed astern and carried away our foremast, jib-boom, main-top sail, and top-gallant-sail. The starboard boat was smashed, bulkwarks and stanchions broken, &c. We remained in collision three, four, or five minutes, and after this the steamer sent a boat alongside. We found out the steamer's name, the *Volga*, Captain Boubés. Some officers came on board. The steamer remained by us till 3 a.m., and then offered to tow us to Hongkong. We agreed to take the offer as soon as we could clear away the wreck. We finished clearing at 5 a.m., but the steamer had left us at 3. We went to Amoy, our port of destination. We were not far off—between 80 and 90 miles. I could not have done anything to prevent a collision beyond what I did. Our lights are according to regulation; visible two points abaft the beam. When I saw the three lights the steamer was about abeam. Subsequently she was a couple of points abaft the beam.

Cross-examined:—This is my first voyage as chief-mate. I have been four years with Capt. Eaton. I was in a collision once before when I was an apprentice going up the Channel. My orders were, on a steamer being signalled at night, to call the captain. He did not tell me not to call him that night. I starboarded in order to prevent a collision. Seeing a bright light and green light ahead showed that the steamer was crossing my bows. I am quite prepared to swear I did not see the red light. She could not have crossed, because she was coming "at angles." When I saw the hull of the steamer before starboarding she was 500 or 600 yards off. Our lights are a little abaft the mizen rigging. The *Lanercost* is not very fast, she sails at ordinary speed. There was no great breeze. I swear we were not going faster than 5½ to 6 knots. I can't say that the steamer was not steaming backward, at the time of collision. I did not hear engine or screw going. The look-out called out the bright light and green light both at the same time.

Re-examined: I considered that if we had both continued on our courses the steamer would have run into our cut-heads.

By Capt. Youel.—The steamer altered her bearing very little before we starboarded, but we could not see her port light.

By the Queen's Advocate, through the Court.—I *gave the order to starboard from* the forecastle, and did not go aft till I got the steamer on my starboard bow.

Peter Roelofs, sworn: I am a Dutchman, and hold a second mate's certificate. I am employed as an able seaman on the *Lanercost*. I came from Amsterdam in her, and was in her on the voyage from Hongkong to Amoy. On the night of 11th, at 8 p.m., I went on watch as look-out. The lights were then burning brightly. After 8 o'clock it became cloudy. The wind was fair. All the square sails were set. I stood on the top-gallant forecastle where I had a clear view all round. After a little time I saw a green and bright light at the same time, ½ a point or a little more on the port bow, I can't say how far off. I sang out, and the chief-mate came forward. I continued watching the lights for ten minutes or more, and did not see a red light. It was about half-past 8. After ten minutes or so, the mate sang out from forward to starboard the helm. This was done, and she came up about 1½ point or a little more. When the order was given, the green light was still ½ point on the port bow, and I could see the hull plainly. We brought the steamer about 2 points on our starboard bow. After that the mate sang out to steady the helm, and that was done. The steamer then came abeam, and subsequently, I saw both lights, when she was a little abaft the beam. I went aft and stood with the mate on the front part of the poop. I said to the mate, "She never goes clear, sir: She's coming right into us." The mate went to call the captain, putting his head down the sky light. The captain (who had been ill for some time) came up, and so did the second mate. The captain ordered the helm hard a-starboard and assisted the man-at-the-wheel to do it. He also gave the order to brace the yards, and we were just doing this when the steamer struck us. The witness gave further evidence corroborative of that of Heatherington.

In cross-examination, he stated that he had been nearly half an hour on watch before he saw the bright and green light. Was looking out quite steadily during that half-hour. The two lights came into view at the same moment. Was not surprised when the mate sang out to starboard. Expected it. From the time the steamer came on to the starboard bow rather more than 10 minutes elapsed before I saw the three lights. Heard the steamer's whistle just before she struck us. The mate was quite sober: he hardly ever drinks. I was quite sober: I never get anything. It is a temperance ship.

By Capt. Youel.—The steamer altered her bearing only about ½ point from the time that I first saw the light to the time that we starboarded.

The Court here adjourned to 10 a.m. to-day.

POLICE INTELLIGENCE.

28th July.
BEFORE C. MAY, ESQ.

HARBOUR REGULATIONS.

Leong Afook, on a charge preferred by Mr. Robert Reid, Inspector of Cargo-boats, was fined $1 for plying and working for hire in an unlicensed cargo-boat, although warned by him on the previous day as to the consequences. Defendant pleaded the newness of his boat, and the goodness of his intentions.

Lee Atai, the master of a vegetable boat, was fined 10 cents for leaving his boat at the Market Wharf without any person in charge.

Lum Akee, a ballast lighterman, was fined $2 for helping himself without permission to a quantity of sand at Tobruo-sa Bay, as he said for the master of a ship who wished to have it as a bed upon which to receive his granite ballast.

UNLAWFUL POSSESSION.

Pang Ayung, a boatman, was fined 5s. for being found in the unlawful possession of a box of percussion caps.

ASSAULT.

Wm. Gardner, landlord of the Hamburgh Tavern, was fined $1 for slapping his coolie on the face, for neglecting his duty, and absenting himself without leave by going to the sing-song.

A BOW.

Low Akit, a coolie, and Leung Ayune, the master of the Kwong-hing shop, were fined 50 cents for creating a disturbance by fighting in Scott Lane.

PETTY LARCENY.

Wong Atai, a cook, was sent to gaol for two days for having sold a plate, the property of his master, who being sick in hospital had left him without funds.

UNDER BAIL.

There being no further evidence against Kwang Ashing, watchman to Mr. Alexander McIver, Superintendent of the P. and O. Company, who was charged on the 18th inst. on suspicion of being an accessory to a robbery which had been effected on his master's premises, he was placed under a rule of bail, and ordered to find security in one householder, in $50, to be forthcoming within one month.

IMPROBABLE.

Wong Ayow, a coolie, was sent to gaol for six weeks with hard labour, for stealing about a piaul of small coals from one of the godowns at Shek-tong-sui, the property of the Wing-kee coal store in Endicott Lane. Defendant stated that he thought he was carrying empty baskets, he had seen them standing one over the other and deemed them worthless, was not aware that there was coal in any of them.

THE PROSCRIPTION OF THE BOURBONS REPEATED.

(*Spectator.*)

Paris thus subjugated, the Assembly is turning its attention to the reconstitution of the Government. It has ordered the 120 seats which are vacant to be filled up, and decided that all the laws which proscribed the family of the Bourbons shall be abolished. The Bill was brought forward on Thursday, and it was reported at first that M. Thiers would not accept it without conditions. He intended, it was said, either to demand a prolongation of powers for two years, or to exact a pledge from the Princes to do nothing calculated to change his position. He was compelled, however, to give up both ideas, his majority threatening to desert him, and after declaring that he still thought the admission of the Princes dangerous, but had agreed to it, provided they did not sit in the Assembly, and did nothing "to justify the apprehensions their presence in France might excite," he accepted the Bill, which was passed by a majority of 484 to 103. This is nearly five to one. The engagement, even if ratified, is surely a very vague one, and has certainly not been taken by the Comte de Chambord, who cannot divest himself of his character as *de jure* King of France. As the idea of the Royalists is to proclaim him, and not the Comte de Paris, the engagement is not in their way, and only serves to show how deep are the doubts entertained by M. Thiers of the security of his own power. He is evidently unpopular in the Assembly, he is abhorred in Paris, he is not liked by the Army, and in fact he only retains power because the Royalists are timid.

THE PRIVY COUNCIL.

There was a debate by the legal peers in the Upper House on the June 15th, on the appellate jurisdiction of the Privy Council. In calling attention to the subject, Lord Westbury stated that last session there was a general admission that the denial of justice in the final Court of Appeal to many millions of her Majesty's subjects was a disgrace to the nation. A positive pledge was then given on the part of the Government that a remedy should be applied, but nothing had been done—why, no man could tell. After remarking upon the economical considerations which interfered with the due payment of the judges of the new tribunal, he stated that the foreign and colonial appeals had now increased from 300 to 336, exclusive of patent, ecclesiastical, and other business. He trusted that the Lord Chancellor would, within ten days, bring in a bill to constitute a new tribunal in the manner proposed last year, by adding two puisne judges from Westminster-hall to the appellate tribunal, which might then sit continuously until the present heap of arrears was reduced to manageable limits. Recommending the Secretary of State for India to see whether something could not be done in India to reduce the number of appeals from certain Indian courts, he said that if he could not obtain what he sought from the justice of the Government, he should, like the widow in Scripture, seek to obtain it by importunity. The Lord Chancellor, while admitting that the colonists had just reason to complain of the want of a well-organised court of appeal, affirmed that the state of public business last year prevented the passing by the Commons of his bills, which had passed their lordships' House. This year a bill for general reform of the appellate jurisdiction was in the hands of the Attorney-General, and until it passed it was intended to continue the sittings of the Judicial Committee. At the same time, the appellate jurisdiction of the House of Lords did not give entire satisfaction, and he trusted to be able to carry some measure by which these two great courts of appeal should render each other mutual assistance, and give uniformity to the law. He indicated that a temporary measure was in preparation enabling two judges to sit continuously on Indian appeals until the arrears were reduced. Lord Cairns could not agree in the satisfaction incidentally expressed by the Lord Chancellor as to the work of the English Bankruptcy Bill, because it was difficult to say whether the dissatisfaction was not greater than ever. Last year a skeleton measure, without life, flesh, or blood, was accepted by their lordships in order that rules might be prepared in the recess for enabling the proposed reform in the Judicature to be carried out. The Judicature and Appellate Jurisdiction Bills went down to the other house, but they were not even proposed for discussion, and now they were not an inch nearer the end in view. The Government measures adverted to by the Lord Chancellor had not yet been presented to Parliament, although they were promised in the Queen's speech. If the Appellate Tribunal were to sit continuously for the whole of a judicial year, it was doubtful whether the 88 causes now set down for hearing could be disposed of. It was now so late in the session that unless the Government brought in a bill within ten days it would be tantamount to saying they were indifferent to the subject. Lord Romilly recommended the Lord Chancellor not to wait for the general measure about to be brought into the Commons, but to pass a temporary measure through their lordships' house. The Lord Chancellor (in answer to Lord Westbury) engaged that something should be done to expedite the Indian appeals, but declined to pledge himself to bring in a bill within ten days.

NAPOLEON'S ROAST CHICKEN.—Of Napoleon's private life he (Baron Bulow, the Prussian Minister,) told an anecdote, which, related of any other person, would not be worth repeating. He was extremely uncertain in his breakfast hour, sometimes as early as eight o'clock, and varying from that till eleven. His constant dish was a roast chicken. One day he sent for his cook, and said, "I do not know how it is, but at whatever hour I call for my breakfast, my chicken is always ready, and always in right condition." "Sire," said the cook, "the reason is that every quarter of an hour I put a fresh chicken down to roast, so that your Majesty is sure always to have it in perfection.—*Recollections of the Public Career and Private Life of the late John Adolphus, &c. By his Daughter, Emily Henderson.*

A RUSSIAN PROPOSAL OF MEDIATION IN THE FRENCH AND PRUSSIAN WAR.

(*Spectator.*)

A curious story has obtained much credence at Versailles. Rochefort, it is said, is in possession of a telegram from the Emperor of Russia to the Government of the National Defence, written just after Sedan, in which the Czar promises his good offices towards a treaty of peace, and declares that Germany will accept Strasburg, Metz, and £32,000,000. Rochefort threatens if he is tried to produce this, and it is said that M. Thiers is afraid of it, but we do not quite see why. The terms were much more moderate than those ultimately obtained, but they were far beyond any Jules Favre could concede while the Revolutionary power remained untried. The Republic would have been lost for ever if without a blow it surrendered fortresses, neither of which were taken, and one of which could not be taken, and at the time contained a garrison of 200,000 men. We presume the real fear of M. Thiers, if he entertains any, is lest the country should imagine that he could by holding out have obtained better terms from Bismarck.

INTERVIEWING A CONDEMNED MAN.

The following is portion of a report of an official interview with a convicted man under sentence of death for murder. It is taken from the *New York Times*.

ALBANY, May 12th.

To His Excellency Hon. John T. Hoffman.

Dear Sir,—In accordance with the request of your Excellency, we proceeded to Binghamton on the 9th day of May, and on the 10th of May made a careful and thorough examination of Edward H. Rulloff. Mr. Dwight King, of Albany, accompanied us, and acted as Secretary. Herewith we have honor to present our report and conclusions.—Very respectfully your obedient servants, JNO. P. GRAY,
S. OAKLEY VANDERPOOL.

HISTORY OF HIS PHILOLOGICAL SYSTEM.

Q. How long have you entertained the idea of this formation and derivation of language that you call your system?—A. For over thirty years I have been impressed with the fact that there was something in language that I was to discover.

Q. How early do you date this?—A. From the time I was fourteen to sixteen years old, when I was first interested in the study of language.

Q. At what time in that study did this idea arise definitely?—A. When I commenced the study of the Greek Testament. I now found new beauties in the Greek language, and perfection and method, which satisfied me that it was the result of an older civilization.

Q. Have you given attention to the study of other languages than the Greek and Latin?—A. Oh, yes; French and German; in fact, I can read all the European languages except the Sclavonic. In the study of the Portuguese I found most difficulty; but after all, the Greek and Latin languages, especially the Greek, were built up with the utmost art. They were perfected by men who could command means and time, and who had skill and industry to study and perfect the philosophy of their language.

A LESSON IN GREEK.

Here Rulloff brought his manuscript and took a number of words as illustrating the system and skill with which the Greek language has been constructed, and the Latin and English derived therefrom. He took among others the words corobid, lungs, brain, and traced the manner in which they were derived from the original roots. He maintained that all the fictions of Greek and Roman mythology covered some great philological truths. He took the fable of Perseus and Medusa, and believed that from the word Perseus, which, being divided, contained the roots of the words for serpent and reptile, the text of the story was foreshadowed, and was contained in the name itself, and so of all fables, the names under which they were known were monogramatic, and afforded a key to the story to which they gave name.

Q. Was the original alphabet of the Greek language, in your view, formed from arbitrary signs and the language thus built up, or was it derived from some other language, and subsequently perfected?—A. Hardly arbitrary, because that would preclude choice. There was method in its formation. Each letter was indicative.

Q. Do you mean that the Greek is an original language? If not, from what was it derived?—A. The phraseology of Homer is worked up wonderfully, and is greatly enriched from that of the early Greek writers. The letter "R" was not found in Greek. In writings up to that time that letter was not necessary, but when Bacchus came out of Melia, and bacchanalian life, with it orgies, revelry, and carnivals began, it then became necessary to use hitherto unknown letters to properly designate the words necessary to describe the new conditions of life. Certain forms of language admit of perfection, the phraseology of Homer is as perfect and as fresh now as when written, and will be for all time. Yet I do not believe that such a person as Homer ever lived. He was the centre of a system which was perfected under that name. I believe, with others, that no one man was the author of all that is ascribed to Homer.

Q. Some say the same of Shakespeare, that he was not the originator of all that he wrote?—A. I don't think that does Shakespeare justice; his adaptations were really originations.

Q. Did you originally select the Greek language from which to develop your system?—A. No; I was gradually led up to that; my first purpose was vague, as it must be in the case of all young men.

Q. Are there natural tastes come from association and cultivation?—A. I do not say that I had any original taste for language; it came entirely from cultivation; I was thrown among persons who brought the study of language to my attention.

THE ADVANTAGE TO THE WORLD.

Q. Did you early have a professorship of languages in view as an ultimate aim?—A. I had a scholarship in view, and some situation—probably a professorship.

Q. What advantage do you propose to the world from the development and perfection of your system?—A. It makes the study of language more of a mental discipline, while at the same time it would simplify the study; it would teach the scholars to think at every step, and thinking is mental discipline. Without a child understands the intrinsic meaning of a word, what good can its study do him?

Rulolf here gave a number of illustrations of his system. He said that the analysis of the names of animals proved that the name itself was derived from the habits, construction, or the sound made by the animal. Their language was methodical. He then stated that his earnest wish was that the Governor might fully appreciate this new philological system, and that his book might be placed in proper hands to be developed and published. He said that he did not care what became of himself.

Q. Did you adopt self-culture from a desire to thus educate yourself, or from the necessity of the case?—A. Entirely from necessity. I should have gone to a University had I had the opportunity; my father was dead; I was alone in the world; I wanted to be a gentleman; and what could I do? Intelligence was a prime necessity to this.

Q. Did you made everything else subordinate to education?—A. I can't say that.

Q. Did you make all of your duties subordinate to philology?—A. No; I made that the study, without giving up everything else. I turned my chief attention to philology.

Q. When did you form the purpose of making this philological system a special study?—A. I only fully formed it when I knew that I should surely succeed in it.

Q. Did you study medicine with the intention of being a physician?—A. I did, and, after two or three years, got into trouble, and abandoned it.

Q. Have you ever studied telegraphic signs or language?—A. I have not, either practically or theoretically.

HIS THEOLOGY.

Q. To what church did your father belong?—A. Episcopalian. I took no special interest in the church. I went there as a habit and an intellectual pleasure. I never claimed to be pious; never tried to make myself an example. One of my first ideas in study was to furnish the etymology of every word in the Greek testament. I studied it only for its language.

Q. Did you believe the testament to be true and a revelation?—A. Sometimes I did, and sometimes not.

Q. Are words derived from the necessities of man's condition? If so, how do you account for the introduction of the word "immortality?"—A. That word has not escaped my attention. Its etymology shows that it means both life and death.

Q. What do you understand by the word "God?"—A. The ever-living, not subject to death.

Q. Have you believed in the evidence of such a being as one ever living?—A. At times I have, other times not. I early drew lines; on the one side was the knowable, on the other the unknowable.

Q. How early?—A. Before I was twenty; and then I made up my mind that I could believe nothing that I could not demonstrate.

Q. What do you understand by religion?—A. The acceptance of God as the author of all things; His worship as a being infinitely good; the acceptance of what is called Christianity.

Q. Do you believe in that?—A. I don't say that.

Q. What is your faith?—A. I never had any hobby about faith; I make a distinction between faith and knowledge.

Q. Does your idea comprehend the existence of a God who made the world?—A. Yes, as a mystery.

Q. Do you accept as a fact or on faith that God is revealed in nature?—A. I do not, as a fact is only possible by faith.

Q. What, then, is the foundation of your faith in the possibility of a God?—A. Revelation—what is called the Bible.

Q. Do you believe the Bible to be a revelation?—A. At times I have, at others not.

Q. Do you hold yourself responsible to a future in your conduct?—At times I do, at times not.

Q. What is the foundations of morality in this world and its necessity apart from religion?—A. The rights and interests between individuals.

Q. Is there any authority beyond the nature and necessity of things for a code of morality?—A. This implies a matter of belief, and there would be no merit in faith if it was founded in knowledge, as knowledge excludes the idea of faith.

Q. What, in your view, is faith?—A. It is a condition of mind.

Q. Do the Scriptures rest upon facts, or upon facts and faith?—A. To attempt to prove the Scriptures by facts in nature would be illogical.

Q. How, then, can a belief in Scripture be reached?—A. Only by faith.

Q. Can the facts we see in nature be proved to exist?—A. They cannot.

Q. Can you account for man's being brought into existence?—A. No; it is beyond thought; we can neither conceive how man could be created, or how he could remain uncreated.

Q. Do you place this all beyond the boundary of the knowable?—A. I do. The origin of man is no more to be known than the origin of the materiality of this pen. Forms of matter constantly change; matter never changes.

Q. Is there anything from which we can argue the existence of the world or of matter?—A. There is not; it is only speculative.

Q. What is it in man that leads him to contemplate things outside of himself, and the necessities of his present existence?—A. I have thought of that, but it is beyond the scope of man's knowledge.

Q. Is the contemplation of God beyond the scope of man?—A. No, for there are men who lead religious lives and spend their time in contemplating God.

Q. Have their studies, their contemplation, and their lives realized anything toward their knowledge of God as a creator and governor of the world?—A. No, for they all have a different idea of him.

Q. Have you ever attempted in your own mind to represent what you would call God or the author of nature?—A. I should think I was making an idiot of myself to try to represent a God, either internally or externally.

Q. Have you ever, in idea, contemplated the probability of a being who now rules the world?—A. No.

Q. Do you believe that such a being exists?—A. I don't know. I assent to nothing but what is reducible to mathematical precision. I must prove it to my senses. I cannot accept anything not cognizable by the senses.

Q. Have you never gone beyond the range of the senses in your investigations in the way of speculation and theory?—A. I have, and have also read works on the subject, especially German metaphysics.

Q. In what view have you studied them, and have they thrown any light upon a spiritual creator or governor of the world?—A. No; they have only tended to perplex my mind. They did arouse me to thought, and I read them for this, in the hope that from the knowledge I should thus obtain, I might attain relief.

Q. To what particular works do you refer?—A. To Kant and Comte especially, although I read other writers.

Q. Did you accept their philosophy as conclusive?—A. I did. I am aware that a man who arrives at their conclusions may be assumed to be an infidel by some people. I do not admit this.

Q. Did any of these philosophers give you any data by which you could better account for Nature as existent than through the works of a Creator?—A. Certain things are within the sphere of my mind, others beyond. I cannot take up the smallest insect, examine it under the microscope, and view its mysterious structure, its beautiful adaptation of parts, without acknowledging its mystery. I am not blind to all this. Yet I do not believe that such a person as Homer ever lived. He was the centre of a system which was perfected under that name. I believe, with others, that no one man was the author of all that is ascribed to Homer.

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Q. What do you understand by the word "God?"—A. The ever-living, not subject to death.

Q. Do you believe that God has in any way revealed himself to man?—A. As I come to see more of the wondrous relations of things, the more the mystery deepens, but it does not help me to any conclusion. The idea of reward for meritorious conduct would prevent me from doing an act rather than the opposite. The word "reveal" has in my system of mythology given me great trouble for ten years, but now the truth dawns upon me.

Q. Is there any law then in this life, except civil laws by which we are here amenable for reward or punishment?—A. Yes.

Q. Any reward or punishment that should come from any other being except man himself?—A. I see the drift of the question. It involves the same mystery.

Q. Would the fact of another existence, and that existence one of rewards and punishments for your conduct in this life, make any difference to you in regard to your acts?—A. No; I should do as I intended without regard to the existence of a god or devil, a heaven or a hell; I have felt this pride during my whole life; I never wished to get anything out of anybody.

CONCLUSIONS.

Your Commissioners, therefore, in view of the examination, are of the opinion that Edward H. Rulloff is in sound physical health and entirely sane.

JNO. P. GRAY,
S. OAKLEY VANDERPOOL.

Albany, N. Y., May 13, 1871.

OUR BLUE-JACKETS.

(*Spectator.*)

The sailors in the Queen's Navy are very good. The sailors in the Merchants' Navy are very bad. That seems to be the general result of the interesting debate raised by Mr. Graves on Tuesday, and a very curious result it is. The Admiralty, it seems to be allowed on all hands, has succeeded in an experiment quite unique in our official history, and capable of almost indefinite extension. It was discovered in 1859 that the supply of "blue jackets," that is, of thoroughly skilled seamen willing to enter the Queen's Service, was falling short, and the Admiralty resolved to try an experiment,—to take boys very young, to train them very thoroughly in schools of its own, and to exact from them in return continuous service from eighteen to twenty-eight, when they are dismissed to ordinary life. The idea succeeded. Boys are a drug in the British market, heaps of boys were found to be procurable, they were well trained, well taught, well fed, and they made admirable sailors. All the critics of the Admiralty say they could not be better, and although it must not be forgotten that we have not fought a great naval action since their introduction into the Service, still the Admirals in command can scarcely be all mistaken about their men. We have, to judge from the evidence created by artificial means a highly effective caste of sailors, an institution quite unique in the world, and one susceptible of very great development. If the supply of boys is, as it seems to be, so nearly unlimited, and if boys can be trained into precisely the kind of men we want, we might, if we wished, by the same means create a caste of artillerymen or marines, or an army for India, or in fact any organization intended to perform a necessary but unpopular duty. A more suggestive statement was never made, and we wish some Member would ask for a return condensing the Admirals' reports upon these men, their conduct under discipline and their conduct on shore, and so enable us to see precisely how long-continued scientific discipline does affect the rough British lad. The Navy is now mainly supplied from these schools, and so well supplied, as Mr. Goschen affirmed in his frank and outspoken speech, that the Admiralty could at this moment man a second Channel Fleet without calling upon it reserves. We have some 19,000 first-class seamen among our 70,000 men in the Navy, that is for times of peace all the men we want, and to spare, men literally made, so to speak, by machinery out of the roughest kind of street and country boys.

There are, however, two or three shadows in this picture. One, and the lightest, is that these boys have supplanted the old breed of sailors till the man-o-war's-man as Nelson knew him, the rough, ready, efficient hero, is almost as extinct as the moa. That does not matter, if his successor is as good, in any way but one,—that there is no class ready to fill up vacancies on an emergency, no properly qualified Naval Reserve. We are obliged, of course, to let the sailors go at twenty-eight, and they do go, and with our usual wastefulness of power we take no steps to retain the right of calling them up in a great crisis. It is affirmed that if we paid them £10 a year we could retain a hold on them, and Mr. Goschen is anxiously considering some plan of that kind; but we do exactly see why liability to serve if called on in the event of war, at the high rates of pay justified by their experience, should not be part of the original contract, or why, indeed, we should not get them whenever we want them by creating a class of "experienced seamen," with pay and privileges just between those of the blue-jackets and the officers. That plan, if it succeeded, would be cheaper than pensions, and would save Government the trouble of following the men about, and the men the trouble of securing employment, while subject to their liability to be called upon to serve. They would come only if they wanted to come, and would go, the war ended, when they pleased. It is quite understood, apparently, that they like the Service, which is to them in place of home, and we do not see why that liking should not be turned to profit. Such a Reserve, so attracted by such means, would be invaluable, for the second shadow in the picture is very dark indeed. The Merchant Marine is said to be deteriorating, and is certainly less effective as a reservoir for the State demand. One would think the blue-jackets on discharge would flock into it, and impart a tone to it; but these men, accustomed to discipline and cleanliness, and to officers who are gentlemen, detest the dirt, and crowding, and the roughness which so often disfigure the merchant service, and which show little tendency to decrease. The ship-owners must, therefore, find men where they can, and as their fleets are becoming almost exclusively steamers—400,000 tons now building all but 10,000 tons will carry engines—and as steamers do not breed or require highly-trained sailors, they put up with cheap and inferior men to such an extent that of 70,000 sailors in the mercantile marine more than 20,000 are foreigners, who must be struck off the list of possible recruits altogether. The majority of the remainder are men who, to make them efficient men-of-war's-men, require a complete course of instruction, commanded by officers of whom only a portion would at once be fit for their work. If they are to be relied on, a link between the two classes seems to be wanted in the shape of a training-school, and it is the possibility of constructing such a link which Mr. Goschen is considering as an alternative to a costly Reserve of trained men. For the Navy, of course, the first plan, that of retaining a hold over the blue-jackets, would be much the best, but then it would be much the worst for the mercantile marine, and a provident Government must think of the necessities of both. That Marine needs just the touch of seamanship and discipline which training in a Queen's ship can give, and to supersede it entirely by an artificially-created caste may prove one day not to have been a wise policy.

We should not wonder, as education spreads, if the ship-owners were driven to the Government plan of catching their sailors young. They cannot rely exclusively upon foreigners—the State will before long have to correct their tendency in that direction—they will not submit to a code which would make of their fleets a quasi-regular service, with a mild and intelligible discipline, and their work as now performed is not work which will long attract

ACTION OF THE "RINALDO" AT SALANGORE.

(Straits Times, July 14th.)

The event of the greatest local interest during the fortnight has been the action of H.M.S. *Rinaldo* and the Colonial steamer *Pluto* with the Malays at Salangore. In our last Overland we stated that the *Pluto* had gone with a party of police in search of a junk which had been taken and the crew murdered by the passengers. The junk was found in the river at Salangore, a place in Malacca Straits, and after landing and conferring with a son of the Sultan, the police succeeded in recovering a part of the property and securing nine of the pirates. They would have taken more prisoners, and got more of the property, but that some of the other Rajahs interfered, and their men threatened violence to the police, who then withdrew and returned to their vessel. The *Pluto* was also fired upon from the native forts, and then went to Penang with the junk and the pirates. A telegram was at once sent to H.E. the Administrator, and H.M.S. *Rinaldo* went down, and, after her men had been treacherously fired upon and wounded while endeavouring to persuade the Rajahs to come on board the *Pluto* and settle the matter amicably, she went in next day, and after a spirited action, succeeded in destroying the forts. She went in again afterwards, with the *Pluto* and a party of Sepoys, and completely demolished the forts, spiked the guns, and burned the town, all the inhabitants having fled. Full particulars will be found in the body of this journal. The place is a regular nest of pirates, and the punishment inflicted by the *Rinaldo* will have a beneficial effect.

During last year the sum of £5,995,121 6s. 6d. was deposited in the Post-office Savings Banks of England. At the end of last year there was a balance of £15,099,104 0s. 8d. due to depositors.

COMMERCIAL INTELLIGENCE.

JULY 28TH, EVENING.

At the opening of the market for Bengal drug, Patna, there has been some little activity, and speculative sales to some extent were made of it for forward delivery on three weeks' time, from the 7th and 8th sales, at $631½ to $632½, declining soon after to $625 to $627½. A reaction subsequently having set in, further large transactions were done at $630 to $632½, at which the market closed firm. To cover the sales, instructions have already been sent on to Calcutta by wire to purchase. It is said, that a good portion has already been secured; and the Mail Steamer, to leave on or about 2nd proximo, will bring more than the speculative requirements here. The drug has been purchased at prices that would show a profit upon the sales already made here. The Steamers *Hindostan* and *Glenariney*, have left Singapore with about 2440 chests for this market. The English and French Mail Steamers have between them more than 800 chests, and the one following the above two mails between 500 and 600 chests, and the total supply next month is likely to amount to, more or less, 4000 chests. In Malwa, business has been done at $640 to $645.

JULY 29TH, MORNING.

Market for Bengal unsteady, at quotations given above.

SHARES.

Hongkong Bank Shares, Old—49 per cent. premium.

Hongkong Bank Shares, New—46 per cent. premium.

Union Insurance Society of Canton, new shares —$1,300 per share premium.

China Traders' Insurance Company's Shares—$2,300 per share premium.

China and Japan Marine Insurance—Tls. 59 per share premium.

Chinese Insurance Company.—$70 per share premium.

Hongkong Fire Insurance Company's Shares—$300 per share premium.

China Fire Insurance Company's Shares—$53 per share premium.

Victoria Fire Insurance Company's Shares—$43 per share premium.

Hongkong and Whampoa Dock Company's Shares—30 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—30 per cent. prem.

Shanghai Steam Navigation Company—Tls. 41 per share premium.

China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.

China and Straits Steam Navigation Company—20 per cent. discount.

Hongkong Gas Company's Shares—$60 per share.

Hongkong Hotel Company's Shares—58 per cent. discount.

Hongkong Distillery Company—10 per cent. premium, nominal.

Indo-Chinese Sugar Company—$15 per share discount.

EXCHANGE.

ON LONDON.—
Bank Bills, at 30 days' sight,... 4/4½
Bank Bills, at 6 months' sight, 4/4½
Credits, at 6 months' sight..... 4/5
Documentary Bills, at 6 months' sight..... 4/5 to 4/5½
Bank Bills on demand, ... 4/3½

ON NEW YORK.—
Private, 5 months' sight..... —

ON BOMBAY.—Bank, 3 days' sight 227½

ON CALCUTTA.—Bank, 3 days' sight 227½

ON SHANGHAI.—
Bank, 3 days' sight.....72½
Bank, 15 days' sight.....73
Private, 30 days' sight.....73½

SALES ON JULY 28TH, 1871.

As reported by Chinese.

White Wax, 1 piece, at $100.00, by Hing-tai-chan to Hongkong merchant.

Vermicelli, 50 piculs, at $8.00, by Hing-tai-chan to Hongkong merchant.

Calcutta Cotton, 47 bales, at $15.25, by Parsee merchant to Yuet-wo-loong.

Bombay Cotton, 97 bales, at $17.50, by Parsee merchant to Yuet-wo-loong.

Cotton Yarn, No. 16-24, 75 bales, at $120.00, by foreign merchant to Yew-kee.

Cotton Yarn, No. 16-24, 50 bales, at $115.50, by foreign merchant to foreign merchant.

Red Long Ells, 480 pieces, at $7.60, by foreign merchant to Hongkong merchant.

Lead, 400 pigs, at $5.60, by Cheong-loong to Hongkong merchant.

Isinglass, 30 piculs, at $33.00, by Fook-mow-loong to travelling merchant.

White Wax, 13 pieces, at $100.00, by Fook-mow-loong to travelling merchant.

T-Cloth, 6lbs., 800 pieces, at $1.80, by foreign merchant to Hongkong merchant.

Rice, 1,000 piculs, at $2.27, by Kin-tai-loong to Hongkong merchant.

Black Sesamums, 100 piculs, at Tls. 2.0.7., by Kin-fat-loong to Hoi-fung.

HONGKONG MARKETS.

As Reported by Chinese on the 28th July, 1871.

COTTON GOODS.		
COTTON YARN, No. 16 a 24	per picul	$112.00 a $120.00
" " 28 a 32	"	118.00 a 122.00
" " 38 a 42	"	125.00 a 130.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$2.15 a 2.20
" 8 a 8½ lbs	"	2.40 a 2.50
" 9 a 10 lbs	"	2.90 a 3.40
WHITE SHIRTINGS, 56 a 60 reed	"	1.95 a 2.10
" 64 a 68 "	"	2.50 a 2.55
" 68 a 72 "	"	2.90 a 3.40
WHITE SPOTTED DO.	"	2.90 a 3.75
WHITE BROCADES	"	2.75 a 2.90
AMERICAN DRILLS, 30 yards	"	2.70 a 3.80
" 40 "	"	3.20 a 4.15
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs	"	1.75 a 1.80
" 24 " & 36 " 8 lbs	"	2.42 a 2.45
DYED SPOTTED SHIRTINGS	"	3.70 a 3.85
DYED BROCADES DO.	"	3.75 a 3.80
DYED DAMASK DO.	"	6.00 a 6.25
CHINTZ	"	1.75 a 1.90
HANDKERCHIEFS, Blue	per doz.	0.65 a 0.75
" Brown	"	0.52 a 0.65
" Red	"	0.80 a 0.90
VELVETS, Black, 22 ins.	per yard	0.24 a 0.25
" Gentian, 22 "	"	0.22 a 0.25
VELVETEENS, Black	"	0.17 a 0.18
WOOLLEN GOODS.		
SPANISH STRIPES	per yard	0.58 a 0.60
LONG ELLS, *MM* Scarlet	per piece	7.20 a 7.30
" " Assorted	"	6.35 a 6.50
" *HH* Scarlet	"	7.20 a 7.30
" " Assorted	"	6.50 a 6.70
CAMLETS, SSS	"	13.00 a 13.50
" SS	"	15.50 a 16.00
" S	"	15.50 a 16.00
" D	"	17.50 a 18.00
" BBB	"	19.75 a 20.00
LASTINGS	"	13.00 a 13.50
METALS.		
IRON, Nail Rod Nos. 1 a 6	per picul	2.40 a 2.50
" Hoop	"	2.70 a 2.75
" Bar	"	2.35 a 2.40
" Small Round Rod	"	2.00 a 2.40
" Wire	"	6.25 a 6.50
LEAD	"	5.50 a 5.60
STEEL, English	per tub	3.40 a 3.50
" Swedish	"	3.85 a 4.00
TIN, Malacca	per picul	33.50 a 34.00
TIN PLATES	per box	5.35 a 5.00
SHEATHING METAL	per picul	19.75 a 20.00
QUICKSILVER	"	86.00 a 87.00
SPELTER	"	4.90 a 5.25

PRODUCE.		
COTTON, Shanghai	per picul	19.00 a 19.50
" Ningpo	"	20.00 a 20.50
" Tientsin	"	18.50 a 19.00
" Shantung	"	18.00 a 18.50
" Bengal	"	13.00 a 18.50
ALUM	"	1.25 a 1.30
SASSAMUMS, Japan white	"	5.10 a 5.30
" Black	"	3.00 a 3.10
RICE, Bengal, Cargo No. 1	per picul	2.30 a 2.35
" " 2	"	2.20 a 2.25
" Siam, white	"	2.15 a 2.20
" " mill cleaned	"	2.30 a 2.35
" Manila	"	1.95 a 2.00
" Java	"	2.00 a 2.10
" Singapore	"	2.10 a 2.25
" Saigon	"	2.10 a 2.15
" Arracan	"	2.00 a 2.05
" Rangoon	"	2.30 a 2.35
SALTPETRE	"	6.70 a 6.80
COALS, ALLOAT	per ton	
" English steam	"	9.00 a 10.00
" American Anthracite	"	— a —
" Sydney	"	8.50 a 9.00
WINDOW GLASS	per box	2.40 a 2.45
STRAITS PRODUCE, &c.,		
BATTANG, Straits	per pol.	6.50 a 6.60
" Banjar	"	4.50 a 4.60
PEPPER White	"	24.00 a 24.50
" Black	"	12.50 a 13.00
BETEL NUT	"	2.30 a 2.80
SANDAL WOOD Malabar	"	3.50 a 3.00
" South Seas	"	13.50 a 14.00
SAPAN WOOD, Manila	"	1.60 a 1.65
" Siam	"	2.10 a 2.25
FLOUR, California, per sack of 50 lbs		1.75 a 1.80
" American, per barrel of 200 lbs		6.62 a 6.50
WHEAT, Tientsin	per pol.	2.30 a 2.50
" California	"	2.65 a 2.70
SUGAR, Canton white, 1 a 3	"	6.50 a 7.15
" " Dk. Brown	"	4.00 a 4.20
" West Coast, Dk. Brown	"	3.50 a 3.70
" Manila, Dry White	"	4.10 a 4.20
" " Dk. Brown	"	3.00 a 3.10
CAMPHOR, packed	"	12.50 a 13.00
PEAS, White	"	2.10 a 2.20
" Green	"	2.25 a 2.50
" Black	"	1.50 a 1.55
" Yellow	"	2.05 a 2.10
MUSHROOMS, Japan	"	30.00 a 34.50
SEAWEED, Green	"	3.25 a 3.50
" Cut	"	3.50 a 3.80
MUSSELS, Dry Siam large	"	7.50 a 14.00
" " small	"	7.65 a 8.50
VERMICELLI, Tientsin	"	6.90 a 8.10
BEES WAX, Japan	"	57.00 a 55.70
" Hankow	"	110.00 a 115.00

Notices of Firms.

NOTICE.

MR. SAML. WYLLYS POMEROY, JR., and Mr. JNO. M. FORBES, JR., have been admitted partners in our firm.

RUSSELL & Co.

3m 1213 China, July 1st, 1871.

NOTICE.

MR. J. H. DOS REMEDIOS is admitted partner in our Firm from this date.

J. J. DOS REMEDIOS & Co.

1m 1116 Hongkong, 1st July, 1871.

NOTICE.

MR. GEORGE S. HARDY is authorized to sign our Firm, per procuration, in Foochow, from this date.

BIRLEY & Co.

tf 804 Hongkong, 8th May, 1871.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.

L. FRICKEL & Co.

tf 2002 Hongkong, 21st October, 1869.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.

LAMMERT, ATKINSON & Co.

tf 1258 Hongkong, 30th June, 1870.

THE interest and responsibility of Mr. THEODOR PROBST, in our firm, ceases from this date.

WM. PUSTAU & Co.

Hongkong and China,
7th of February, 1871. [6m 25

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.

BIRLEY, WORTHINGTON & Co.

tf 829 Shanghai, 1st May, 1871.

NOTICE.

THE interest and responsibility of Mr. EDWARD PETTIT in our Firm ceased on the 31st December last.

Mr. ALFRED HUTCHISON was admitted a Partner therein on the 1st January.

DEACON & Co.

tf 337 Canton, 1st March. 1871.

Houses, Lands, Tenements, &c.

TO LET.

TO LET.

THE Two Commodious 8 Roomed HOUSES, known as 1 and 2, Westbourne Villas, and situated on the Caine Road, Stabling, Flower and Kitchen Gardens. Gas and Water laid on. Apply to

RAWLING, MEDLEN & Co.,
ARCHITECTS, &c.,
Over Hongkong Dispensary.

1251 Hongkong, 24th July, 1871.

TO LET,

With possession on the 1st August next.

THE HOUSE, No. 6, on Pedder's Hill; and HOUSE, No. 9, in Seymour Terrace.

Apply to

DAVID SASSOON, SONS & Co.

tf 1244 Hongkong, 21st July, 1871.

TO LET.

THE PREMISES, recently occupied by C. LANGDON DAVIS, Esq., Peddar's Wharf, consisting of five rooms and two verandahs.

The OFFICE, recently occupied by ROBERT MCMURDO, Esq., Peddar's Wharf.

The OFFICES, recently occupied by C. D. WILLIAMS, Esq., with verandah on the Praya, Peddar's Wharf.

Apply to

GEORGE F. HEARD,
Executor, Estate of
J. B. ENDICOTT, *deceased.*

tf 916 Hongkong, 27th May, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*

THOS. W. BARRINGTON.

tf 642 Hongkong, 11th March, 1867.

TO LET,

With possession early in April.

THAT very desirable RESIDENCE, Glanseskin House, now in the occupation of the Hon. J. PAUNCEFOTE.

For particulars, apply to

ROB. S. WALKER & Co.

tf 434 Hongkong, 10th March, 1871.

TO LET.

THE Commodious GODOWNS, Business PREMISES and RESIDENCE, formerly occupied by Messrs. MELCHERS & Co., situated at the junction of Graham and Wellington Streets.

Gas and Water laid on. Possession may be taken in March next. Apply to

T. G. LINSTEAD.

tf 182 Hongkong, 30th January, 1871.

TO BE LET.

THE commodious Offices and Godowns formerly in the occupation of Messrs. HOLLIDAY, WISE & Co., situated on Marine Lot 11, and fronting the Praya. Possession can be had on 1st April next.

For particulars of rent, &c. Apply to

TURNER & Co.

tf 76 Hongkong, 13th January, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.

Possession can be had early in February.

Apply to

TURNER & Co.

tf 183 Hongkong, 30th January, 1871.

TO LET,

(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to

GILMAN & Co.

tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to

S. B. BURROWS & SONS.

tf 1790 Hongkong, 17th September, 1869.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to

ROB. S. WALKER & Co.

tf 41 Hongkong, 9th January, 1871.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Sea Gull (str.)	Pike	Canton	Gibb, Livingston & Co.	Quick dispatch.
LONDON	Chin Chin	Legrand	Hongkong	Norton, Lyall & Co.	Quick dispatch.
NEW YORK	Rookwood		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Brunette		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Gingala		Whampoa	Olyphant & Co.	Quick dispatch.
SAN FRANCISCO	Aerolict		Hongkong	Olyphant & Co.	Quick dispatch.
Do.	Joseph Clark	Carver	Hongkong	Russell & Co.	Quick dispatch.
Do.	Record	Simpson	Hongkong	Russell & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Salacia	Jackson	Hongkong	Russell & Co.	Quick dispatch.
Do. Do.	Mary Hamilton	Mitchell	Hongkong	Russell & Co.	Quick dispatch.
Do. Do.	Cannadienne	Equin	Hongkong	Rozario & Co.	Quick dispatch.
SAIGON AND SINGAPORE	Fusiyama (str.)	Callaghan	Hongkong	Douglas Lapraik & Co.	On the 31st inst., at 2 P.M.
MANILA	Maria y Vicenta	La Puente	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Santa Ana	Gavito	Hongkong	Brandao & Co.	Quick dispatch.
YOKOHAMA	Annabella	DoDonald	Hongkong	The Borneo Co., Limited	On the 2nd August.
SHANGHAI	China (str)	P. H. Hennings	Hongkong	Siemssen & Co.	To-day, at 5 P.M.
AMOY AND CHEFOO	Friso	Mulder	Hongkong	Siemssen & Co.	Quick dispatch.
FOOCHOW	Jane Woodburn	Stephen	Hongkong	The Borneo Co., Limited	On the 2nd August.
SWATOW, AMOY & FOOCHOW	Kwang-Tung (str.)	Pitman	Hongkong	Douglas Lapraik & Co.	To-morrow, at daylight.

For Sale.

SAYLE & CO.,

SILK MERCERS, TAILORS, GENERAL WARHOUSEMEN,

VICTORIA EXCHANGE, HONGKONG. NANKIN AND SZECHUEN ROADS, SHANGHAI.

Respectfully announce that in anticipation of the early arrival of their SPRING STOCK, they have greatly reduced the prices of their WINTER GOODS, an early inspection of which they solicit from intending purchasers.

SILKS, Plain, Fancy, and Shot.
NORWICH REPS, all wool WINCEYS,
PLAIDS and CAMLETS.
JACKETS,
Cloth, Velvet, Silk and Sealskin.
The various CLANS on all Wool SHAWLS.
Linen COLLARS and CUFFS,
Embroidered Lace COLLARS and CUFFS, the most approved styles.
In the Juvenile and Ladies' HOSIERY and UNDERCLOTHING will be found some special lines.
~~Gents. Wool HOSIERY,~~
SOCKS, UNDER VESTS, PANTS
CRIMEANS,
CARDIGAN JACKETS and VESTS,
SLEEPING SUITS,
DRESSING GOWNS.

Tailoring under the Superintendence of experienced CUTTERS.

Lounge COATS.
Office do.
Walking do.
Visiting do.
Dress SUITS.
Light Texture OVERCOATS.
} From the best English manufacturers.

Making to order, TWEED SUITS at very low prices.

The FURNISHING we have confidence in recommending that good value will be obtained

Brussels & Tapesty CARPETS.
Velvet Pile CARPETS.
A few made up Squares and Sofa CARPETS.
OIL CLOTH for Halls, Passages, Stairs, &c.
Coir MATTING and MATS.
All Wool REPS and DAMASKS, for Curtains.
TABLE CLOTHS, a large assortment.
The Eider Down QUILT.
Carriage and Travelling RUGS.

SAYLE & Co.

Ex S. S. "Prian."

LADIES' and Gentlemen's Kid GLOVES.
Billiard CLOTH.
Gentlemen's Twill SHIRTS, (new styles.)
WRISTBANDS.
A large parcel of Black SILKS, bought very cheap.
Muslin trimmed and Lace COLLARS and CUFFS.
Gold CORD.
UMBRELLAS.

SAYLE & Co.

Hongkong, 31st January, 1871.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE, with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Plotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.

For particulars, apply to

DOUGLAS LAPRAIK & Co.

tf 894 Hongkong, 24th May, 1871.

FOR SALE.

A MONTILLADO and SUPERIOR SHERRY
SUPERIOR MEDOC and SUPERIOR ST. JULIEN
} Received direct from Jerez, from Nathaniel Johnston & Sons, Bordeaux.
PORT, from Smith, Woodhouse & Co., Oporto.
HENNESSY'S BRANDY
MARTINEAU'S do.
} Bottled in Cognac.

REYNOLDS & Co.

1, Wyndham Street,
Hongkong, 24th June, 1871. [tf 1073

THATCHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "

BIRLEY & Co.

The Chronicle and Directory for 1871

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of the

VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN, and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

Messrs. DROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London,
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange, San Francisco.

For Sale.

FOR SALE.

Ex "Belted Will," "Cornwia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins.*
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders, in quarts and pints.
Duff Gordon's SHERRIES, different scals.
Superior Old Vintage PORT.
Hennessy's BRANDY, 1 star and 3 stars.
AVH GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
PRIME DANISH BUTTER, in 7 lbs. Tins.
Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENIER'S CHOCOLATE, *yellow, brown,* and *pink.*

At LAMMERT, ATKINSON & Co.

tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3 50 upwards.
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOCK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynand FOKINKS, double Orange CURACOA.

At LAMMERT, ATKINSON & Co.

tf 907 Hongkong, 25th May, 1871.

FOR SALE.

BRANDY, Fins Bois.
" Fine Champagne.
CLARET, Breakfast.
" Dinner.
Sparking HOCK.
" MOSELLE.
Still HOCK.

F. PEIL.

tf 310 Hongkong, 15th February, 1871.

FOR SALE,

Ex Str. "Bernard," just arrived.

RUSS. CIGARRETTES. "La Ferme."
Real Havanna CIGARS, in 1/16, 1/8 boxes.
Also,
English and American SNUFF and SMOKING TOBACCO.
FINEST
Cavite and Manila } CIGARS and CHEROOTS.
MEERSCHAUM PIPES, &c., &c.

J. C. KRUSE,
Queen's Road, No. 10.

tf 1013 Hongkong, 15th June, 1871.

FOR SALE,
CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.

SANDER & Co.,
Sole Agents for Hongkong and China.

tf 1694 Hongkong, 3rd September, 1869.

FOR SALE.

CHAMPAGNE,
VERZENAY, in Pints & Quarts.
SILLERY, Do. Do.
London XX STOUT, Do. Do.

J. M. ARMSTRONG.

tf 901 Hongkong, 25th May, 1871.

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers, ... $1.50
Neatly Bound, ... $2.00

Apply at the *Daily Press* Office.

FOR SALE.

FINEST Cavite CIGARS and CHEROOTS, in boxes of 200 and 500; finest and real Havana CIGARS, in boxes of 50 and 100.
Vienna BOOTS, $4.00 per pair.
Dress " $4.50 "
Just received,
per French Mail "DONNAI."
FINEST TURKISH TOBACCO.

H. N. RICKERTZEN.

tf 913 Hongkong, 27th May, 1871.

FOR SALE,

Five per cent. Reduction on their Price List from the 16th to 29th instant.
Ex "Windhover."

PEAR'S Transparent SOAP, Borden's Condensed MILK, Brown and Polson's Corn FLOUR, Oswego ditto, SALAD OIL, MACCARONI, Crosse & Blackwell's French CAPERS, Mushroom and Walnut CATSUP, Calfsfoot and Assorted JELLIES, White WINE VINEGAR, TAPIOCA, Bologna, Brunswick, Oxford, Ham, Tongue and Chicken, and Lyon SAUSAGES, French and Findon HADDOCKS, TURBOT, MACKEREL, HERRINGS A LA SARDINE, Kippered HERRINGS and SALMON, Lockfyne HERRINGS, Assorted MEATS in 1lb. tins, Assorted Philippe and Canaud PATE, LOBSTERS in small tins, ½ lbs. bottles MUSTARD, Potted MEATS, Dried SPRATS, PARAMESAN, Pine and Berkeley CHEESES, Cooked York HAMS, small size, CHAMPIGNONS, ASPARAGUS, SARDINES, Preserved SALMON, ESSENCE of MEAT, OX TONGUES, in cask, CHOCOLATE, COCOA & COCOATINA, PICKLES, PERFUMERY, Sangster's UMBRELLAS, Dried and Crystalized FRUITS, Dried HERBS, Cutting & Co.'s preserved Fresh FRUIT and PEPPERS, Cod LIVER OIL, Quinine WINE, ESSENCE of GINGER, Straw HATS, Seidlitz POWDER, and various other STORES.

TERMS, CASH ONLY.

Price list at the Store.

KWONG CHEONG,
No. 114, Queen's Road.

2w 1215 Hongkong, 16th July, 1871.

For Sale.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—
4 stranded ROPE, from 7½ inches downwards.
3 " " " 3¾ " "
BOLT ROPE, " 5½ " "
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.

At LAMMERT, ATKINSON & Co.

tf 1169 Hongkong, 10th July, 1871.

FRESH CALIFORNIAN OATS & HAY *just arrived*, and for Sale, at

MACEWEN & Co.

13, Queen's Road,
Hongkong, 11th July, 1871. [21d 1180

FOR SALE.

REAL Havana CIGARS.
Superior Manila and Cavite CIGARS, in boxes of 100 and 500.
Manila CHEROOTS.

Apply to

REMEDIOS & Co.

tf 1189 Hongkong, 13th July, 1871.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANG-TUNG,"

Captain Pitman, will leave for the above Ports TO-MORROW, the 30th instant, at daylight.

Despatches will close at 6 P.M. TO-DAY.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

2d 1278 Hongkong, 23th July, 1871.

FOR LONDON, *via* SUEZ CANAL.

THE British Steamer

"SEA GULL,"

Captain Pike, shortly expected from Canton, will have immediate despatch for the above port.

For Freight, apply to

GIBB, LIVINGSTON & Co.

tf 1273 Hongkong, 27th July, 1871.

FOR AMOY AND CHEFOO.

THE Dutch Barque

"FRISO,"

Mulder, Master, will have immediate despatch as above.

For Freight, apply to

SIEMSSEN & Co.

tf 1283 Hongkong, 28th July, 1871.

FOR YOKOHAMA,

THE *A* 1 British Clipper-barque

"ANNABELLA,"

McDonald, Master, will leave for the above port on WEDNESDAY, the 2nd August.

For Freight for light Goods and Cabin Passage, apply to

THE BORNEO CO., LIMITED.

6d 1280 Hongkong, 28th July, 1871.

FOR FOOCHOW.

THE *A* 1 British Barque

"JANE WOODBURN,"

Stephen, Master, will leave for the above port on WEDNESDAY next, the 2nd August.

For Freight or Passage, apply to

THE BORNEO CO., LIMITED.

6d 1281 Hongkong, 28th July, 1871.

FOR LONDON,
With General Cargo.

THE *A* 1 British Barque

"CHIN CHIN,"

to be despatched in about a week, has room for a few Tons of Cargo.

For Freight, apply to

NORTON, LYALL & Co.

tf 1271 Hongkong, 27th July, 1871.

FOR MANILA.

THE Spanish Barque

"SANTA ANA,"

Captain Gavito, will be despatched for the above port on or about the 31st instant.

For Freight or Passage, apply to

BRANDAO & Co.

3d 1254 Hongkong, 24th July, 1871.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 French Ship

"CANNADIENNE,"

Capt. Equin, having the greater portion of her Cargo engaged, will have a quick despatch for the above ports.

For Freight or Passage, apply to

ROZARIO & Co.

tf 1148 Hongkong, 5th July, 1871.

FOR NEW YORK.

THE *A* 1 British Barque

"ROOKWOOD,"

will load at this and Whampoa for the above port, and have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 1065 Hongkong, 23rd June, 1871.

FOR NEW YORK.

THE *A* 1 British Barque

"BRUNETTE,"

will load at this and Whampoa for the above port, and have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 1163 Hongkong, 7th July, 1871.

FOR SAN FRANCISCO.

THE Dutch Barque

"AEROLIET,"

will have quick despatch for the above port.

For Freight, apply to

OLYPHANT & Co.

tf 1249 Hongkong, 22nd July, 1871.

Vessels on the Berth.

FOR MANILA.

THE Spanish Barque

"MARIA Y VICENTA,"

Captain La Puente, will have quick despatch to the above port.

For Freight or Passage, apply to

REMEDIOS & Co.

tf 1220 Hongkong, 18th July, 1871.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 British Barque

"SALACIA,"

Captain Jackson, having the greater portion of her Cargo engaged, will meet with early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1002 Hongkong, 13th June, 1871.

FOR MELBOURNE AND SYDNEY.

THE *A* 1 British Barque

"MARY HAMILTON,"

Mitchell, Master, having the greater portion of her cargo engaged, will meet with early despatch for the above port.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1030 Hongkong, 26th June, 1871.

FOR SAN FRANCISCO.

THE *A* 1 American Ship

"JOSEPH CLARK."

Captain Carver, will have early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1181 Hongkong, 12th July, 1871.

FOR NEW YORK.

THE *A* 1 14 Years British Clipper Ship

"GINGALA,"

Stitt, Master, will load at this and Whampoa, and have early despatch for the above port, and has room for a limited amount of Cargo, for which apply to

OLYPHANT & Co.

tf 944 Hongkong, 1st June, 1871.

FOR SALE, FREIGHT OR CHARTER.

THE British 3-masted Schooner

"LOUISA,"

of 241 Tons Register.

For particulars, apply to

SIEMSSEN & Co.,
or Captain on board.

tf 1239 Hongkong, 20th July, 1871.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, MARSEILLES, AND OTHER MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA,

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*TRAVANCORE*," Captain C. H. EASTLEY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on FRIDAY, the 4th August, at noon.

Cargo will be received on board until noon, and Specie and Parcels at the office until 2 P.M. on the 3rd August.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of

Extracts.

A Quondam Corvette.

You glance, again, running down the coast of Martinique, into a deep bay, ringed round with gay houses embowered in mango and cocoa-nut, with the Piton du Vauclain rising into the clouds behind it. That is the Culde-sac Royal, for years the rendezvous and stronghold of the French fleets. From it Count de Grasse sailed out on the fatal 8th of April; and, there, beyond it, opens an isolated rock, of the shape, but double the size, of one of the great Pyramids, which was once the British sloop of war *Diamond Rock*. For, in the end of 1803, Sir Samuel Hood saw that French ships passing to Fort Royal harbour in Martinique escaped him by running through the deep channel between Pointe du Diamante and this same rock, which rises sheer out of the water 600 feet, and is about a mile round, and only accessible at a point to the leeward, and even then when there is no surf. He who lands, it is said, has then to creep through crannies and dangerous steeps, round to the windward side, where the eye is suddenly relieved by a sloping grove of wild fig-trees, clinging by innumerable air-roots to the cracks of the stone. So Hood, with that inspiration of genius so common then among sailors, laid his seventy-four, the *Centaur*, close alongside the Diamond; made a hawser, with a traveller on it, fast to the ship and to the top of the rock; and in January, 1804, got three long 24's and two 18's hauled up far above his mast-head by sailors who, as they "hung like clusters," appeared "like mice hauling a little sausage." Scarcely could we hear the Governor on the top directing them with his trumpet; the *Centaur* lying close under, like a cocoa-nut shell, to which the hawsers are affixed." In this strange fortress, Lieutenant James Wilkie Maurice (let his name be recollected as one of England's forgotten worthies) was established, with 120 men and boys, and ammunition, provisions, and water, for four months; and the rock was borne on the books of the Admiralty as his Majesty's ship *Diamond Rock*, and swept the seas with her guns till the 1st June, 1805, when she had to surrender, for want of powder, to a French squadron of two 74's, a frigate, a corvette, a schooner, and eleven gunboats, after killing and wounding some seventy men on the rock alone, and destroying three gunboats, with a loss to herself of two men killed and one wounded. Remembering which story, who will blame the traveller if he takes off his hat to his Majesty's quondam corvette, as he sees for the first time its pink and yellow sides shining in the sun, above the sparkling seas over which it dominecred of old? *At Last: a Christmas in the West Indies. By Charles Kingsley.*

Sharks.

(Liberal Bentam.)

The shark has a liking for the legal profession. Very energetic is he—in heaping the costs of what a client innocently imagines will be the most inexpensive of suits. Very kind is he—so long as he thinks his client has money. Very crusty, very ferocious, is he when the supply of that useful commodity is exhausted. He has small qualms of conscience then about going over to the other side; that is a smart stroke of business, of which he feels very pound indeed. It is really instructive to watch how the legal shark heaps up the expenses. It is positively exhilarating to see the skilful manner in which he keeps people dodging about after him. The number of points which he requires time to consider is astonishingly great; so great indeed, that he might reasonably be suspected of not knowing his business. The groundlessness of this suspicion, however, is at once evident when it is remembered that every knotty point which necessitates an additional consultation is, at least, six-and-eight pence in his pocket. Many legal sharks keep one particular clerk whose duty it is, when his master is in conference with a client, to place himself where he can hear what is going on, and then write down on paper a portion of what he has heard. This is to guard against the contingency of the client successfully disputing the amount of the bill sent in to him. How fond is the legal shark of letter writing, and what costly things his letters are. What an adept, also, is he at getting cases adjourned time after time; how carefully he will work to bring this end about, and how he is, accidentally, of course, assisted by circumstances. How that important witness will keep out of the way just when he is wanted, and the shark's learned friend raises a legal point, necessitating an adjournment, to which the shark feels compelled to bow. It is very pleasant to bow. It is very pleasant to see two sharks playing into each other's hands. When the shark for the prosecution is ready to go on, the shark for the defence is not, and *vice versâ*. Clients often wonder how it is that justice is administered so tardily, but it rarely strikes them what is the real cause. It is, of course, a matter of the most supreme indifference to the shark whether his client wins or loses, so long as he pays the shark his costs. The law favours these sharks. It is illegal to make an agreement with a lawyer; he must be left to charge just what he thinks proper for conducting a case. You can never get a statement from a shark while your memory is fresh; you receive your bill when you have forgotten the *minutiæ* of the case. You remember nothing about those interviews and letters, and the mysterious etcetera. You fancy he must have charged you for that meeting in the street when you merely nodded and wished each other good morning. You recall all the times you have seen him, in fact, and yet fail to make your number of meetings tally with his. But you cannot dispute him; there is the evidence of his clerk! He will not wait long for his money after he favours you with his bill—especially if you are hard-up. He will, on small provocation, set all the engines of the law in motion against you. He will seize your effects even to the bed upon which you lie, and turn you, penniless, into the street. He will also seize your person if he thinks you have friends who would deem it worth ransoming. We would have it understood that we have been speaking of legal sharks and not lawyers. Then there is the money-lending shark. He is very willing to lend money to silly people who have good friends or the handling of other people's cash. It is remarkable that those who place themselves in his clutches, often do something desperate sooner or later. Sometimes they forge a signature or help themselves out of a cash-box which is not theirs; sometimes they bolt—in rare instances, out of the world, more frequently, to the Continent or America. The law favours the usurious shark. It is not an indictable offence to charge a usurious rate of interest. There is the commercial shark. He is fond of starting limited liability companies which he knows cannot be successfully carried through. He makes money, thereby, and it matters not to him from whom the money is wrung. And so we might go on enumerating the various types of sharks, but we refrain.

It is, perhaps, the nature of some men to be voracious, and, probably, we shall always have a certain number of sharks moving about amongst us. We will not advise people to avoid them, for, we imagine, they will do so as much as they possibly can without receiving counsel from anybody. It is just a question, however, whether something more than is now done should not be done to protect the inoffensive and defenceless. We think so. It would, at any rate, be worth while to make the attempt.

SWIMMING.—A nephew of the poet Southey, who crossed the territory (Kolapoor) some twenty-five years ago during the rains, wrote word that he had tried twenty-four different modes of crossing swollen rivers during his journey of one hundred and forty miles; among which were:—1, Swimming with his clothes *on*; 2, with his clothes *off*, and upon his head; 3, on horseback; 4, on the ferryman's back; 5, on a basket; 6, on a door; 7, on a ladder; 8, on inflated skins; 9, on a netful of hollowed pumpkins; 10, holding a bullock's tail; 11, by a buffalo's tail, which is safer, inasmuch as he swims better than his fellow-beast, but requires a more wary hand upon him, since he is so fond of the water that when he reaches the shore he is quite ready to turn round and swim back again. The last item in the list was a sugar-boiling pan; and there was but one bridge among the twenty-four ways, which was not, after all, in the territory of Kolapoor, but in that of Sattara.—"*A Young Indian Prince," in Good Words.*

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.

tf 858 Hongkong, 30th April, 1869

Insurances.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates by STEAMERS and strictly A1 SAILING VESSELS.

OVERLAND RAILROAD.

Risks Free of Particular, average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.

RUSSELL & Co., *Agents,*
Hongkong and Shanghai.

tf 970

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the

LLOYD FRANÇAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANÇAISE D'ASSURANCES MARITIMES, Capital of ..... 5,000,000 frcs.,
Offers to the ASSURED the Security of a collective Capital of ..... 17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent. (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, ratably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co., *Agents.*

tf 1402 Hongkong, 27th July, 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1953 Hongkong, 15th October, 1868.

HONGKONG INSURANCE COMPANY, 1868.

THE undersigned having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.

tf 538 Hongkong, 17th March, 1869.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms

OLYPHANT & Co.

tf 1292 Hongkong, 2nd July, 1869.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ½ of the annual rate
Not exceeding 1 month ¾ of the annual rate
Above 1 month, and not exceeding ..... } 3 „ ¼ do. do.
Above 3 months and not exceeding ..... } 6 „ ¼ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE.
Agents, 4, Praya.

tf 1569 Hongkong, 26th August, 1870.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15%.

BUTTERFIELD & SWIRE.

tf 1753 Hongkong, 1st October, 1870.

Insurances.

PACIFIC INSURANCE COMPANY. SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co., *Secretaries.*

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding ..... } 3 „ ¼ do. do.
Above 3 months and not exceeding ..... } 6 „ ¼ do. do.
Above 6 months the full annual rate.

GILMAN & Co., *Agents.*
North British & Mercantile Insurance Company.

tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ⅓ do. do.
Above 1-month and not exceeding 3 months... } ½ do. do.
Above 3 months and not exceeding 6 months... } ¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.
CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821,
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY
REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Other dwelling Houses, used strictly as such, and their contents. } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents. } ¾ „
Godowns, Offices, Shops, &c., and their contents. } 1 „

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ¼ of the annual rates
Not exceeding 1 month ½ do. do.
Above 1 month, and not exceeding three months. } ¾ do. do.
Above 3 months, and not exceeding six months... } ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $50,000 on Buildings, or on Goods stored therein.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent
Other Dwelling Houses (similarly situated) and their contents } ½ per cent.
Offices and Godowns and their contents. } 1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days ⅛th per cent.
Not exceeding..... 1 month ¼ per cent.
Above 1 month, and not exceeding..... } 3 „ ½ „
Above 3 months, and not exceeding..... } 6 „ ¾ „
Above 6 months, the full annual rate of 1 „

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company in the Ports, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

GILMAN & Co.,
Agents.

tf 437 Hongkong, 9th March, 1871.

Business Announcements.

LEA AND PERRINS' Celebrated WORCESTERSHIRE SAUCE, DECLARED BY CONNOISSEURS TO BE THE ONLY GOOD SAUCE.

CAUTION AGAINST FRAUD.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the *wrapper, labels, stopper*, and *bottle*. Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against *Manufacturers* and *Vendors* of such, or any other imitations by which their rights may be infringed.

Ask for LEA & PERRINS' Sauce and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally. [1y 135 Jan 21

OAKEY and SON'S EMERY and BLACK LEAD MILLS,
BLACKFRIARS ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., and 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL),
For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c.
Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

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FRAUD.

ON the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the LABELS OF MESSRS. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to TWO YEARS RIGOROUS IMPRISONMENT; and on the 30th of the same month, for SELLING SPURIOUS ARTICLES bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, Shaik Bachoo was sentenced, by the Suburban Magistrate at Sealdah, to TWO YEARS RIGOROUS IMPRISONMENT.

CAUTION.—Any one *selling spurious oilmen's stores*, under Crosse & Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in India. [A181 1022 June 17

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Business Announcements.

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A61 363] [Feb. 25

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